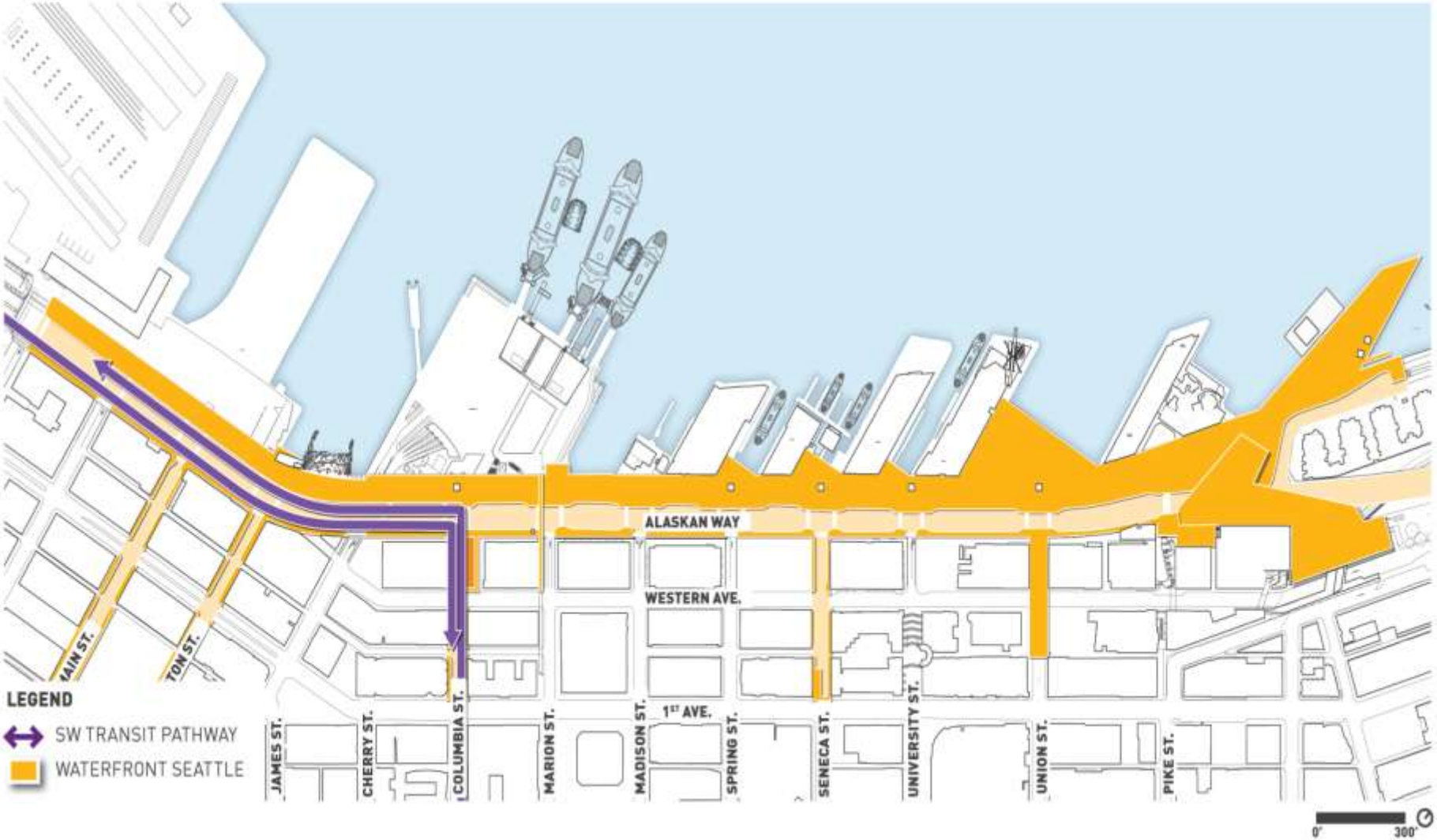
WATERFRONT SEATTLE - STREET AND TRANSIT UPDATE
FREIGHT ADVISORY BOARD
JUNE 18, 2013

DESIGN PRIORITIES:

- **PUBLIC SPACE**
- **PEDESTRIANS**
- **BICYCLES**
- **TRANSIT (SOUTHWEST SEATTLE AND LOCAL)**
- **FREIGHT**
- **PARKING/LOADING**
- **FERRY ACCESS**
- **ACCESS TO DOWNTOWN AND NW SEATTLE NOT PROVIDED BY BORED TUNNEL**

MARCH, 2013

SOUTHWEST TRANSIT PATHWAY DESIGN UPDATE



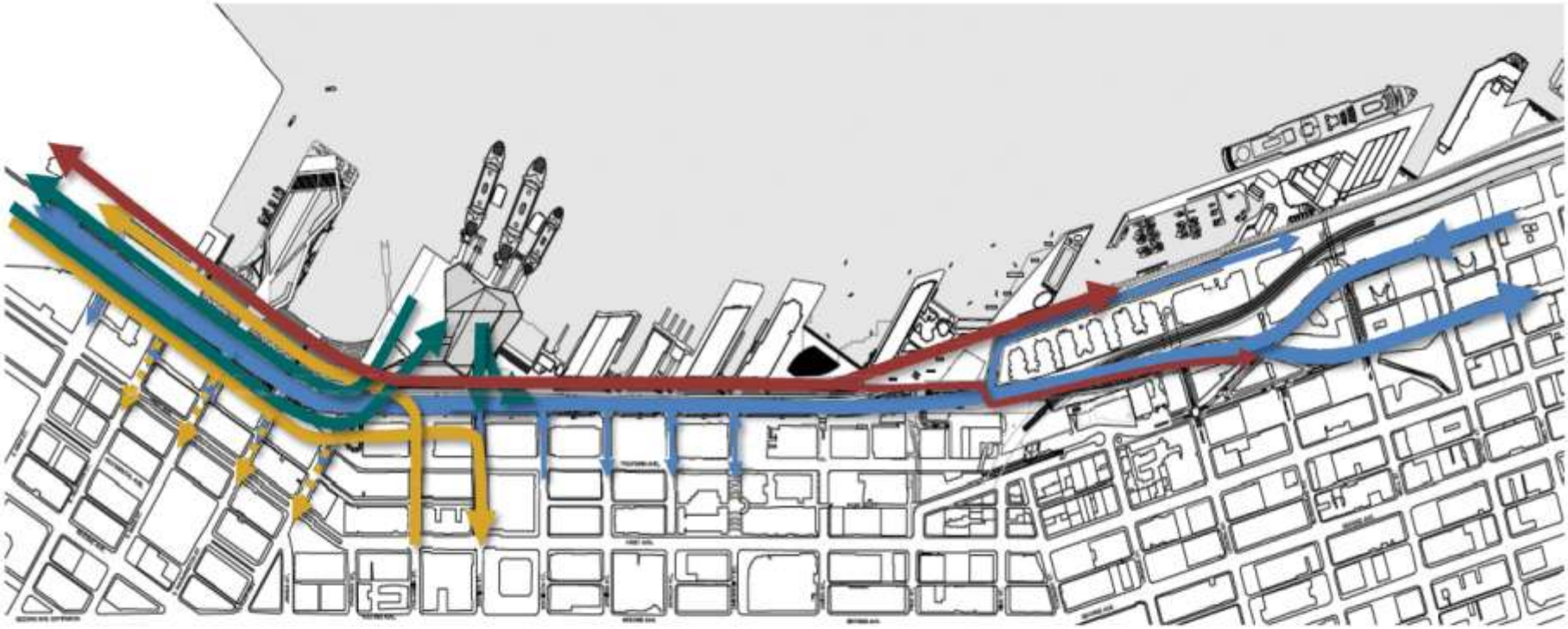
TODAY

SOUTHWEST TRANSIT PATHWAY ON THE VIADUCT

- TODAY, BUSES FROM SOUTHWEST COMMUNITIES ACCESS DOWNTOWN USING THE VIADUCT (AWV).
- AFTER VIADUCT DEMO, BUSES WILL ACCESS DOWNTOWN USING ALASKAN WAY
- DURING THE PM PEAK PERIOD, UP TO 50 BUSES PER HOUR WILL USE ALASKAN WAY IN THE PEAK DIRECTION, AND 30 IN THE OFF PEAK DIRECTION, THE CORRIDOR SERVES OVER 22,000 RIDERS A DAY, INCLUDING RAPIDRIDE C AND D LINES

JULY, 2012

FUNCTIONS OF THE STREET



VEHICLES, PARKING AND LOADING

FERRIES: LOADING AND UNLOADING

TRANSIT LINKAGE

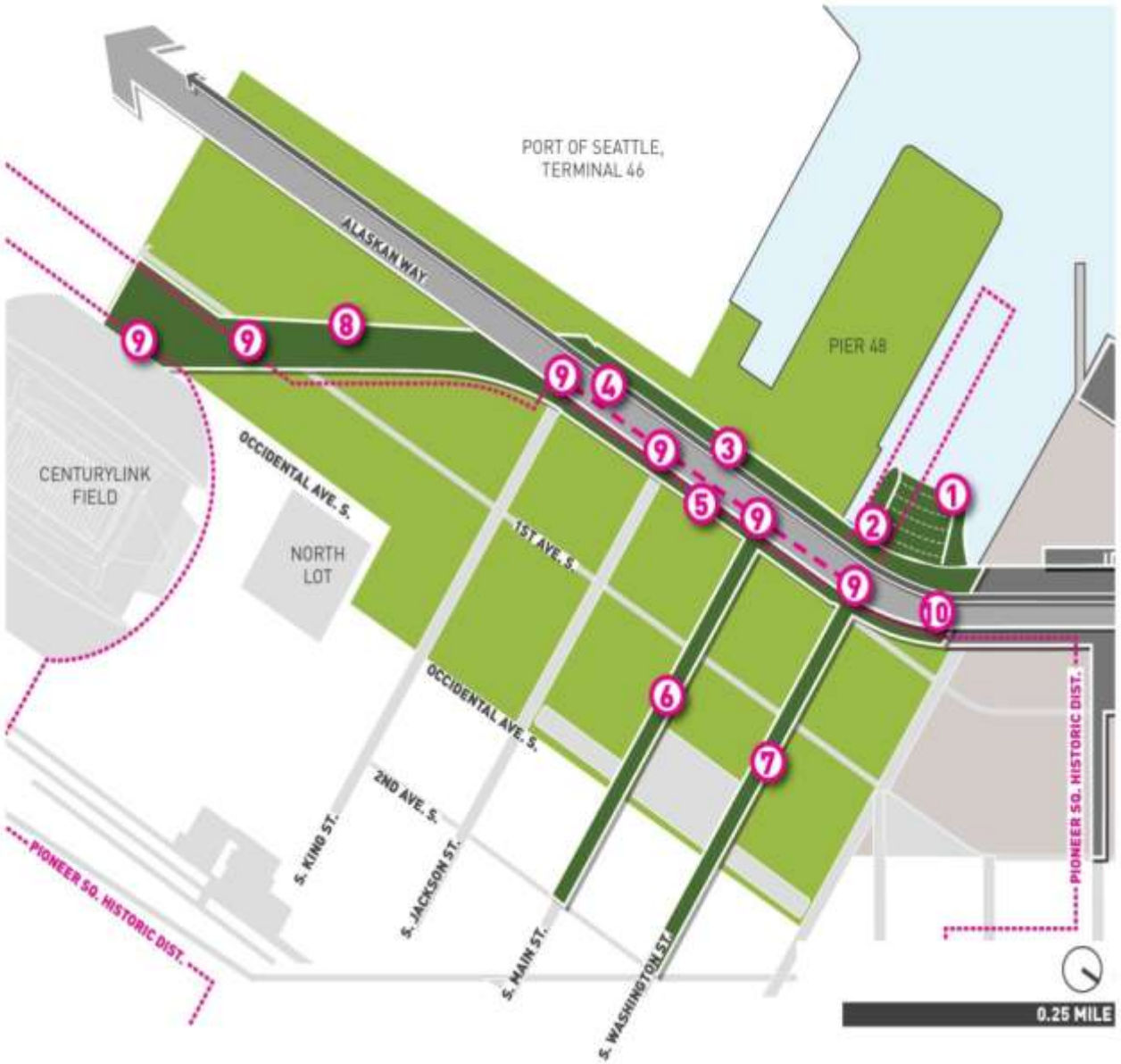
NORTH/SOUTH BICYCLE AND PEDESTRIAN MOVEMENT

APPROACH TO PROGRAM

PIONEER SQUARE NEIGHBORHOOD

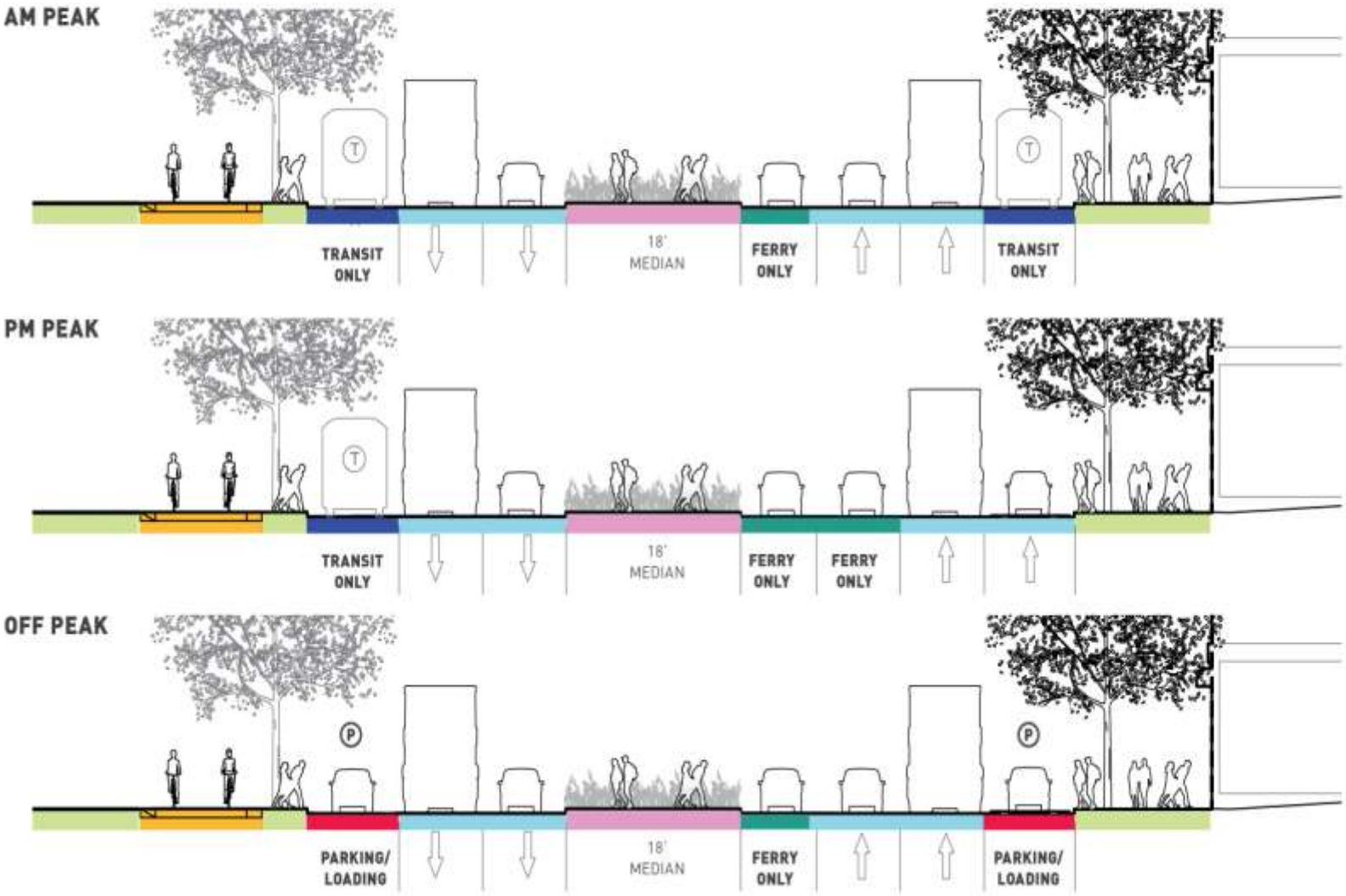
PROJECT ELEMENTS

1. PIONEER SQUARE BEACH
2. WASHINGTON ST. BOAT LANDING
3. TIDELINE PROMENADE
4. CYCLE TRACK
5. EAST SIDE PUBLIC REALM
6. MAIN STREET
7. WASHINGTON STREET
8. RAILROAD WAY
9. INTERSECTIONS
10. ALASKAN WAY



JULY, 2012

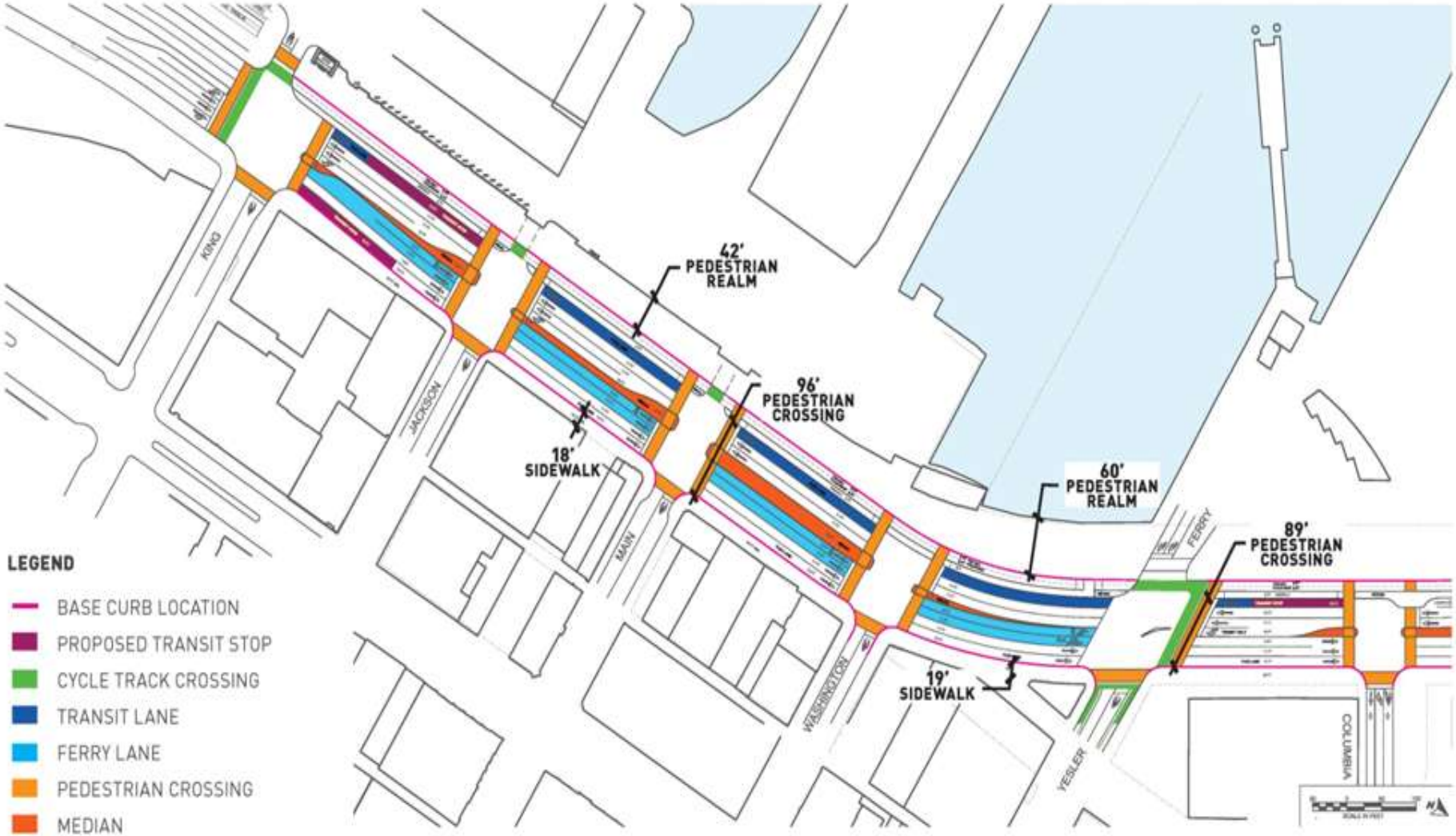
FLEX LANES



SOUTHWEST TRANSIT PATHWAY OPTIONS

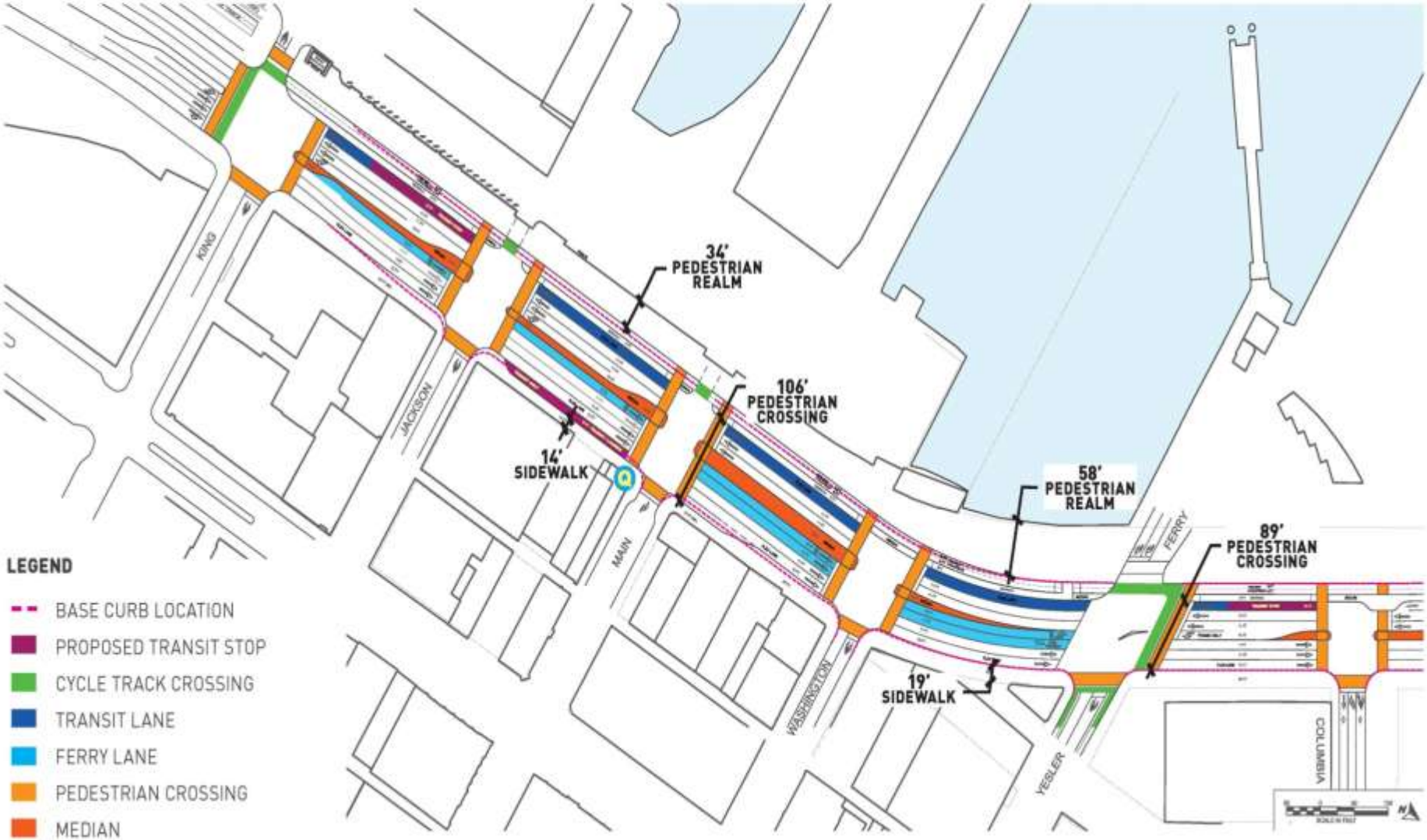
CURRENT PROPOSED DESIGN

PM PEAK CONDITION



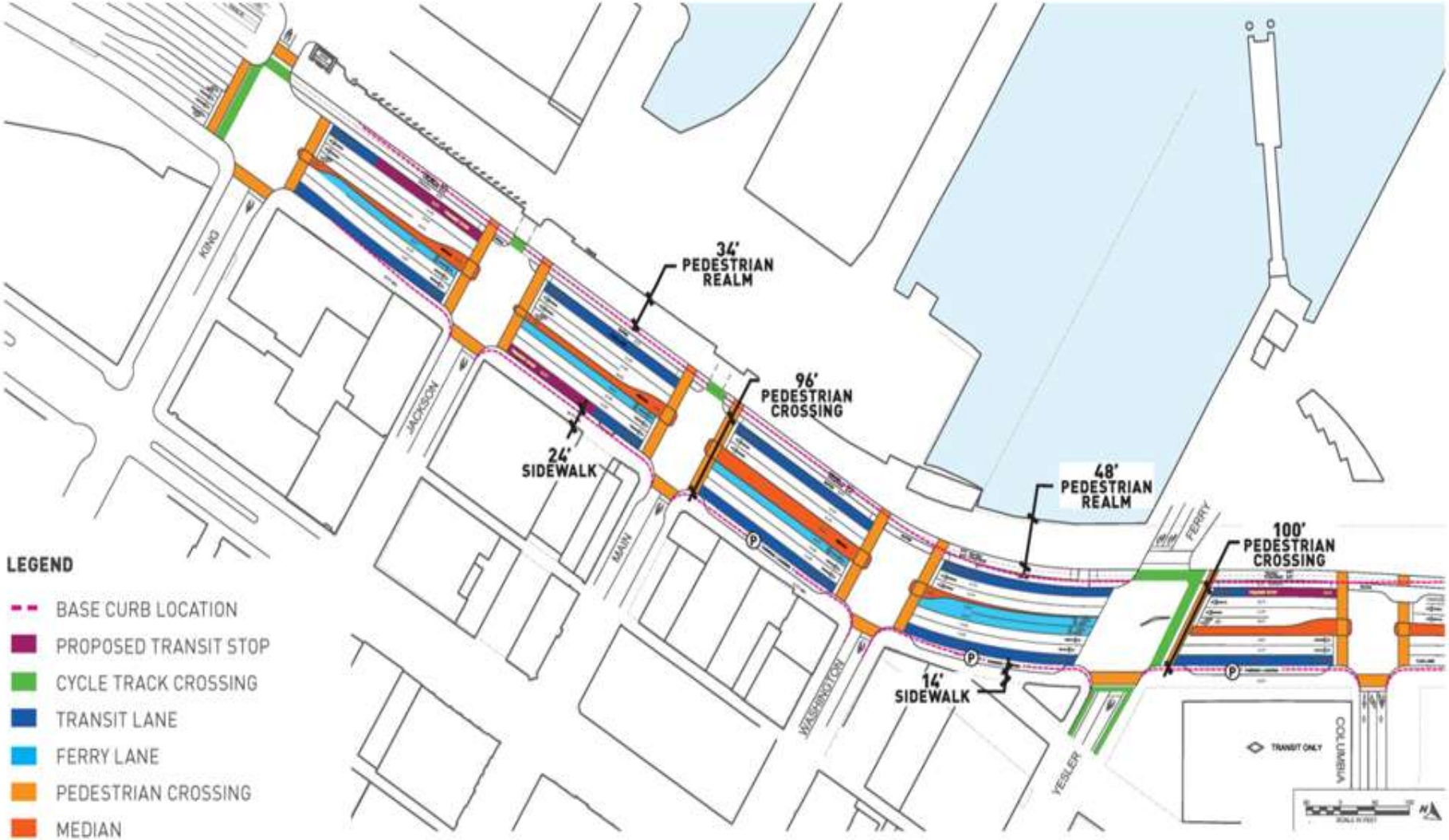
SOUTHWEST TRANSIT PATHWAY

NORTHBOUND TRANSIT QUEUE JUMP OPTION 5



SOUTHWEST TRANSIT PATHWAY

NORTHBOUND TRANSIT LANE/SINGLE FERRY LANE OPTION
OPTION 2B



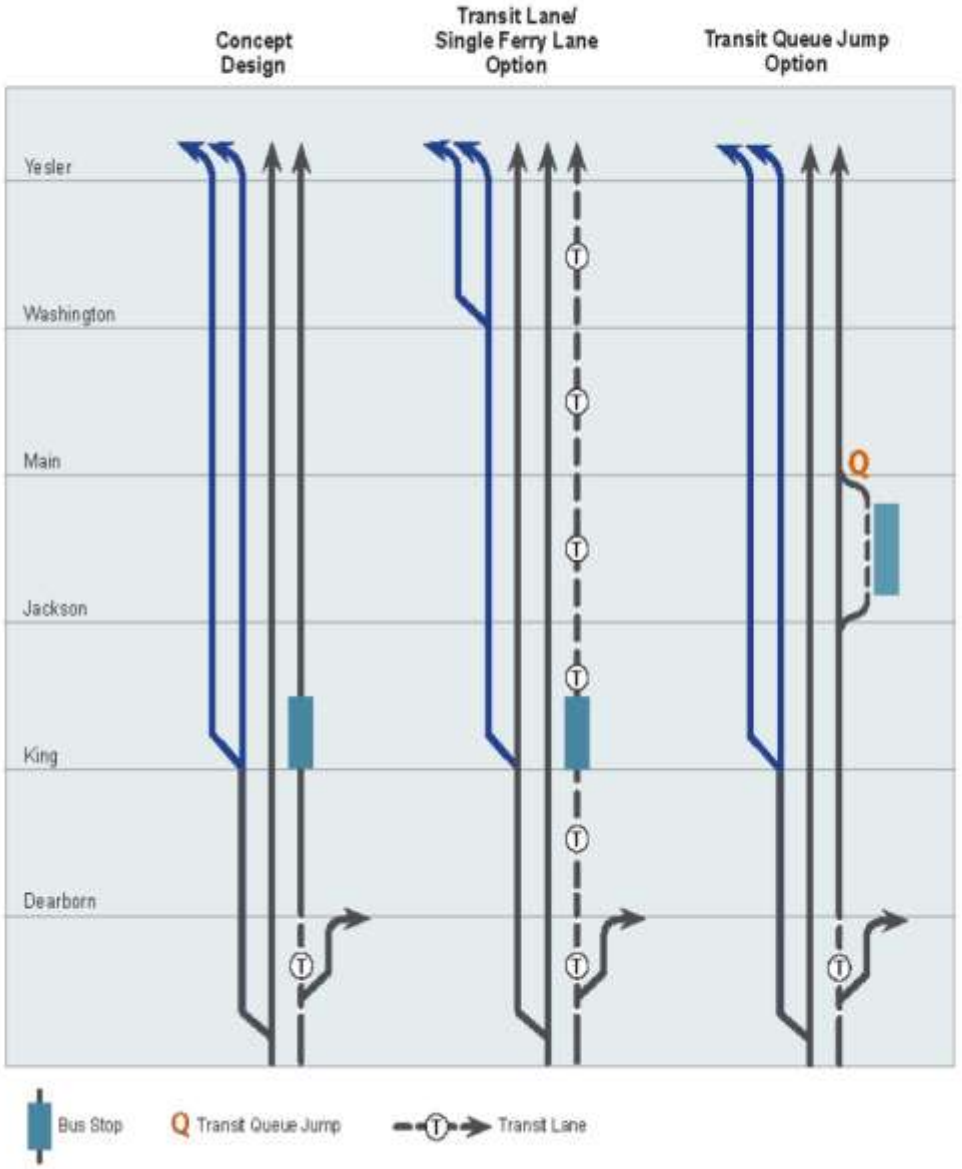
Southwest Transit Pathway Options for Alaskan Way

	Concept Design (July 2012)	Transit Queue Jump Option (Option 5)	Transit Lane/Single Ferry Lane Option (Option 2B)
Northbound transit priority treatments between SR99 Dearborn off-ramp and Columbia Street	• Transit Lane on Dearborn northbound off-ramp	• Transit Lane on Dearborn northbound off-ramp • Transit queue jump at Main Street	• Transit Lane on Dearborn northbound off-ramp • Continuous transit lane between Dearborn and Columbia
Southbound transit priority treatments between Columbia and King	Transit lane between Columbia and King (AM and PM peak periods)	Transit lane between Columbia and King (all day)	Transit lane between Columbia and King (all day)
Transit travel times: between Dearborn and Columbia Northbound – year 2030 (minutes): • PM Peak • Off-Peak	 2.7 2.3	 2.4 2.3	 2.2 2.3
General Purpose/Freight travel times: between Dearborn and Columbia Northbound - year 2030 (minutes): • PM Peak • Off-Peak	 1.9 1.5	 1.8 1.4	 1.8 1.5
Transit reliability: Northbound travel time reliability in congested conditions (peak summer ferry demand and stadium events)	No transit priority northbound	Transit queue jump efficiency may be reduced during congested conditions	Transit lane at all times (except 2 lanes total available during peak summer ferry queue times* – Friday PM and weekends)
Reliability for other traffic: General purpose/freight travel time reliability in congested conditions (peak summer ferry demand and stadium events)	2 northbound lanes available at all times for GP/freight traffic	2 northbound lanes available at all times for GP/freight traffic	2 northbound lanes available at all times (except 2 lanes total available during peak summer ferry queue times)

	Concept Design (July 2012)	Transit Queue Jump Option (Option 5)	Transit Lane/Single Ferry Lane Option (Option 2B)
Pedestrian crossing distance: Main Street	96 feet (7 lanes)	106 feet (8 lanes)	98 feet (7 lanes)
Pedestrian crossing distance: Yesler Way	89 feet (7 lanes)	89 feet (7 lanes)	100 feet (7 lanes)
Pedestrian Realm: (eastside sidewalk + promenade) • Jackson-Main block • Yesler-Columbia block	60 feet total 83 feet total	48 feet total 83 feet total	58 feet total 60 feet total
Parking/loading spaces: west side of Alaskan Way Yesler to Jackson	31 off-peak only	None	None
Parking/loading spaces: east side of Alaskan Way between Jackson and Yesler	29 off-peak only	23 off-peak only	25 full time
Ferry queue capacity: PM peak period (Dearborn to Yesler)	108	87 (108 at peak ferry summer queue times)	75 (108 at peak ferry summer queue times)

SOUTHWEST TRANSIT PATHWAY

PM PEAK HOUR LANE CONFIGURATIONS



STREET DESIGN

S. KING ST. TO YESLER WAY

JUNE 2013 - CURRENT DESIGN

STREET DESIGN

BEST PRACTICES FOR LARGE STREETS DESIGN

1. ADEQUATE SIDEWALK SCALE RELATIVE TO THE STREET SCALE
2. ADEQUATE BUFFER BETWEEN PEDESTRIANS AND TRAFFIC
3. PEDESTRIAN ORIENTED INTERSECTION TREATMENT
4. DESIGNED MEDIANS


OSAKA, JAPAN


CHAMPS ELYSEES, PARIS


PASSEIG DE GRACIA, BARCELONA


PASSEIG DE GRACIA, BARCELONA


PASEO DE LA REFORMA, MEXICO CITY


ORCHARD ROAD, SINGAPORE


PASEO DE LA REFORMA, MEXICO CITY


MICHICAN AVENUE, CHICAGO

PORTLAND, OREGON


QUAI BRANLY, PARIS


MELBOURNE


KARL JOHANS GATE, OSLO


MICHIGAN AVENUE, CHICAGO


PASEO DE LA REFORMA, MEXIO CITY

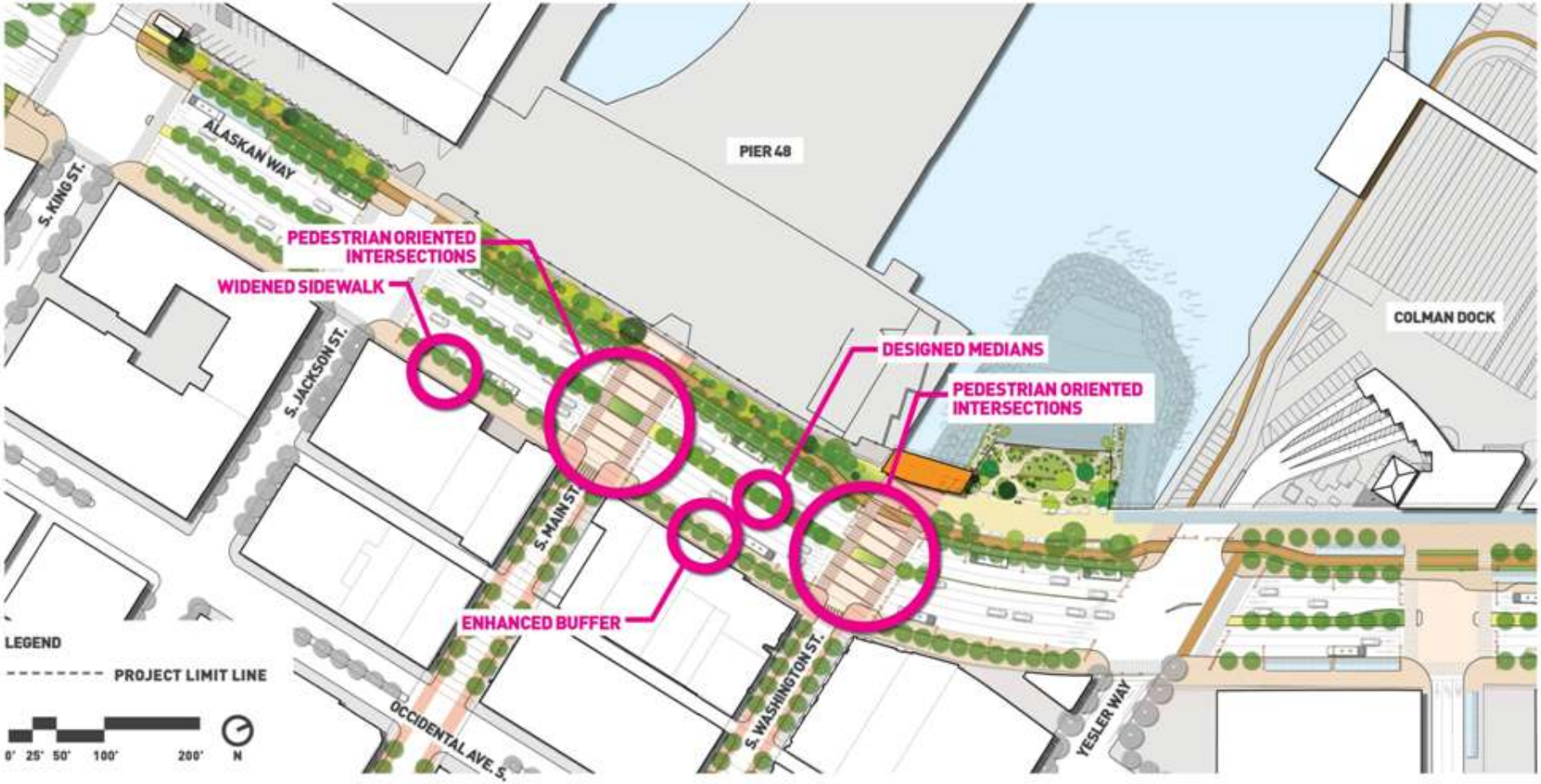

PASEO DE LA REFORMA, MEXICO CITY


PARK AVENUE, NEW YORK CITY

STREET DESIGN

S. KING ST. TO YESLER WAY

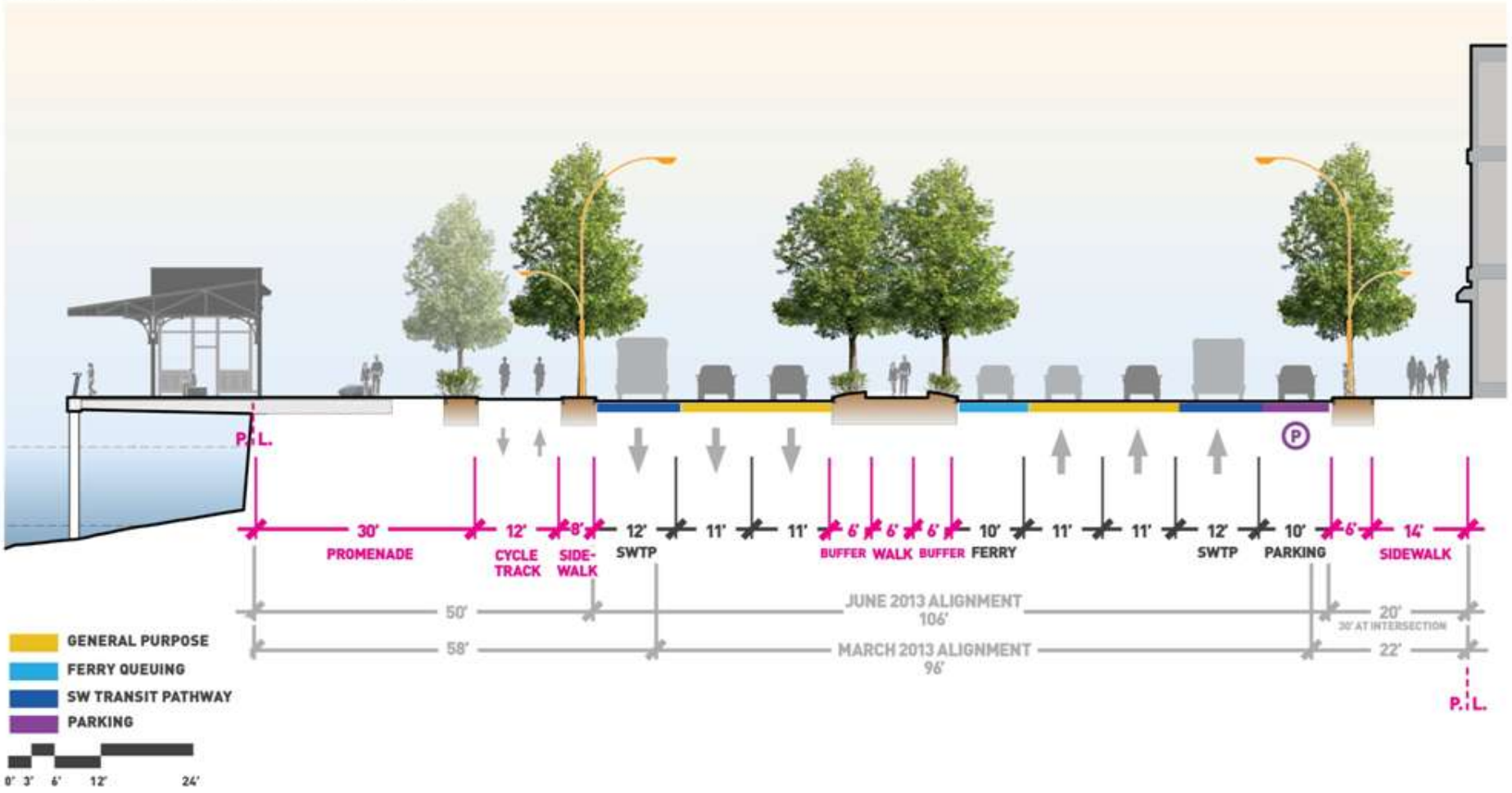
JUNE 2013 - CURRENT DESIGN



STREET DESIGN

SECTION BETWEEN S. MAIN ST. + S. WASHINGTON ST.

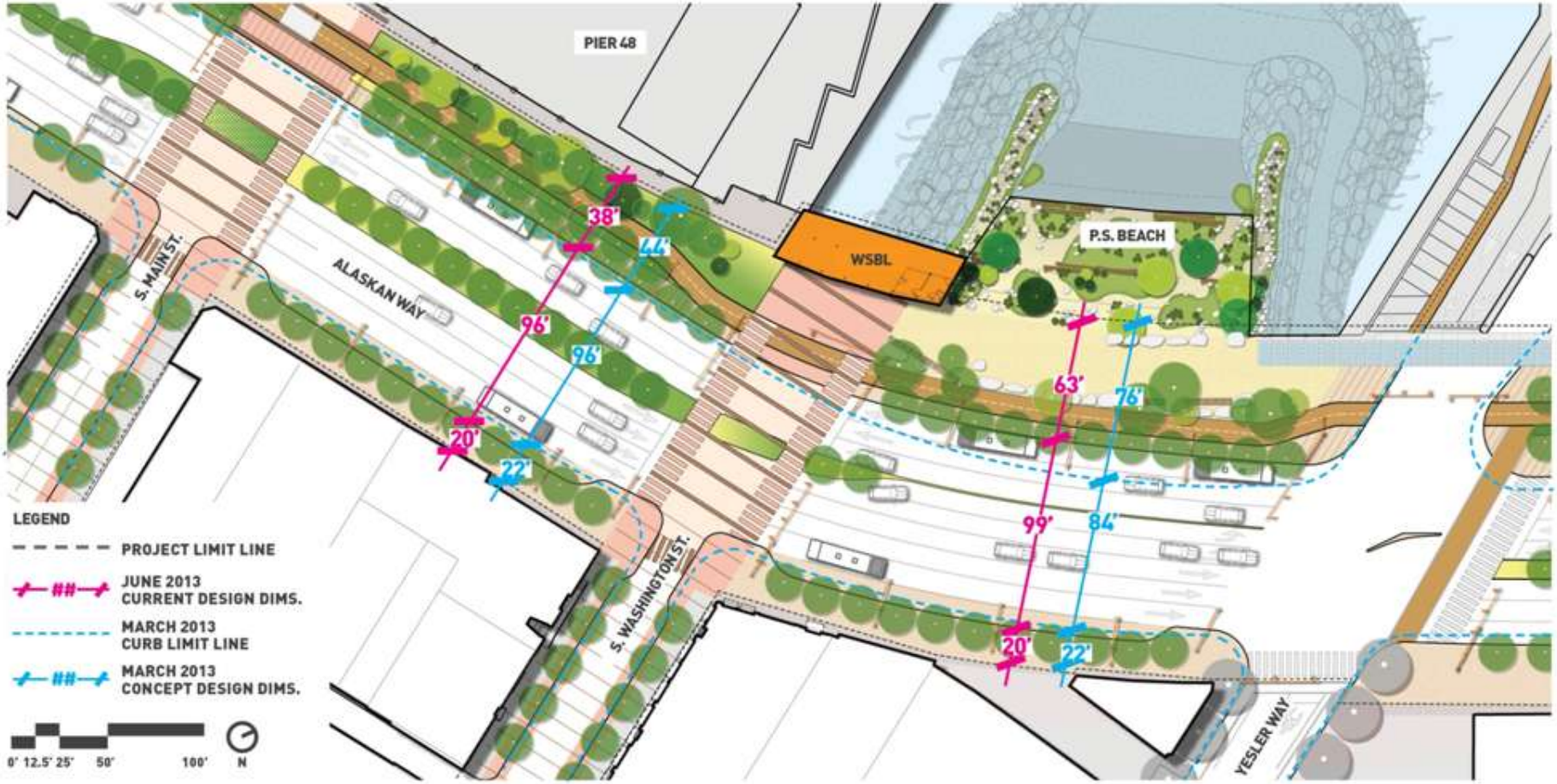
JUNE 2013 - CURRENT DESIGN



STREET DESIGN

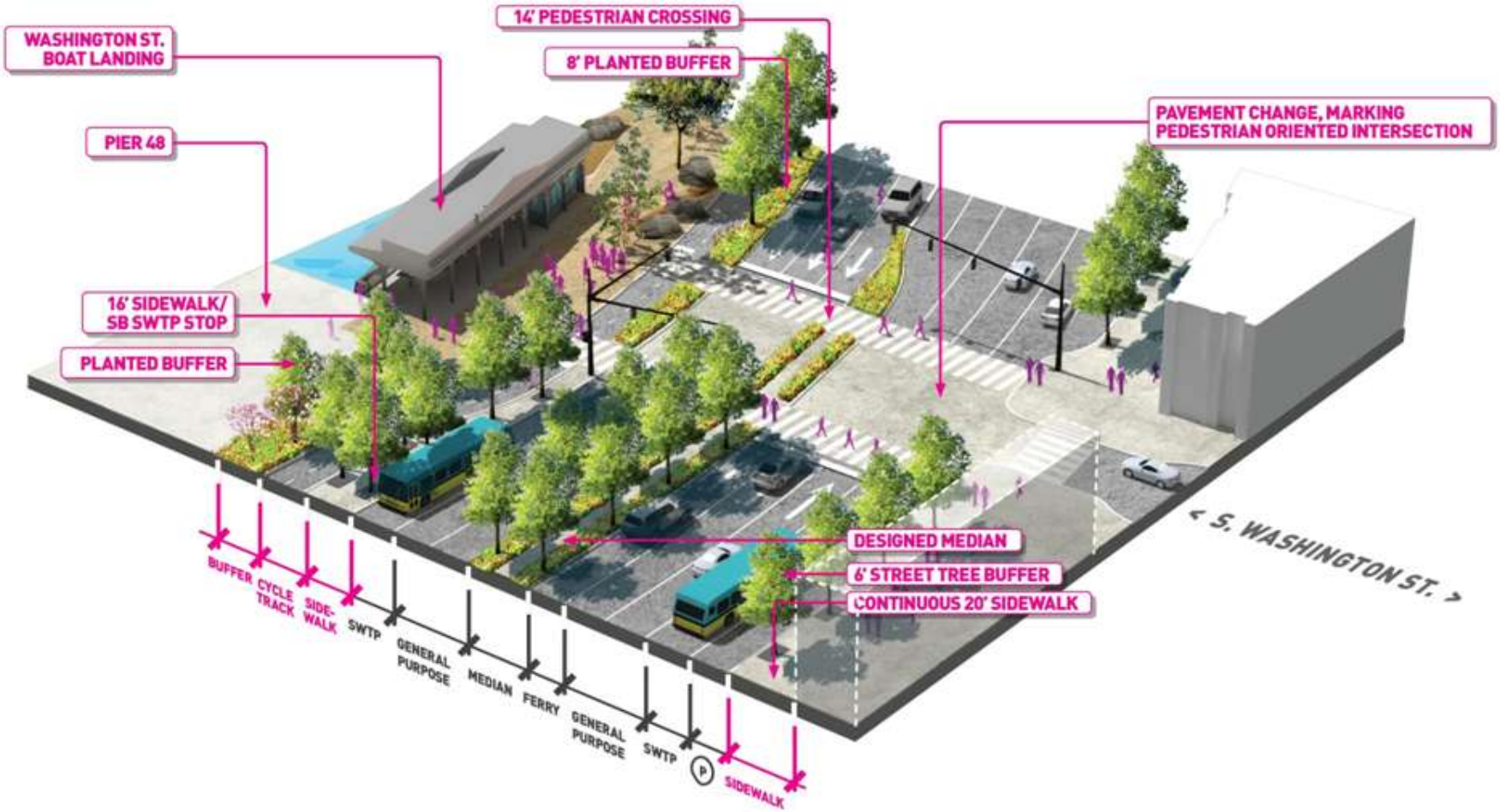
S. KING ST. TO YESLER WAY

JUNE 2013 - CURRENT DESIGN



STREET DESIGN

S. WASHINGTON ST. INTERSECTION



STREET DESIGN

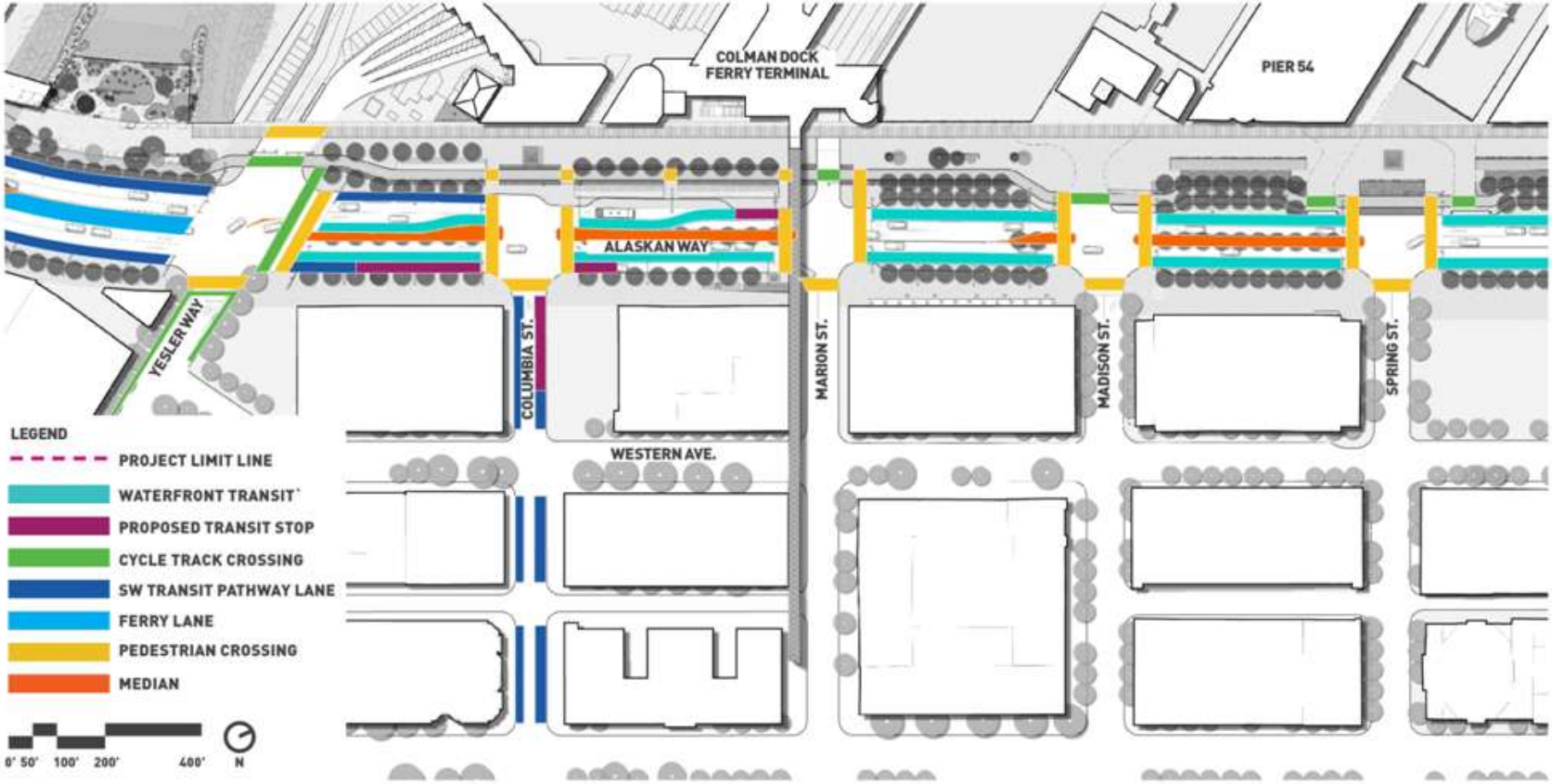
S. WASHINGTON ST. INTERSECTION

YESLER WAY TO MADISON ST.

STREET DESIGN

YESLER WAY TO MADISON ST.

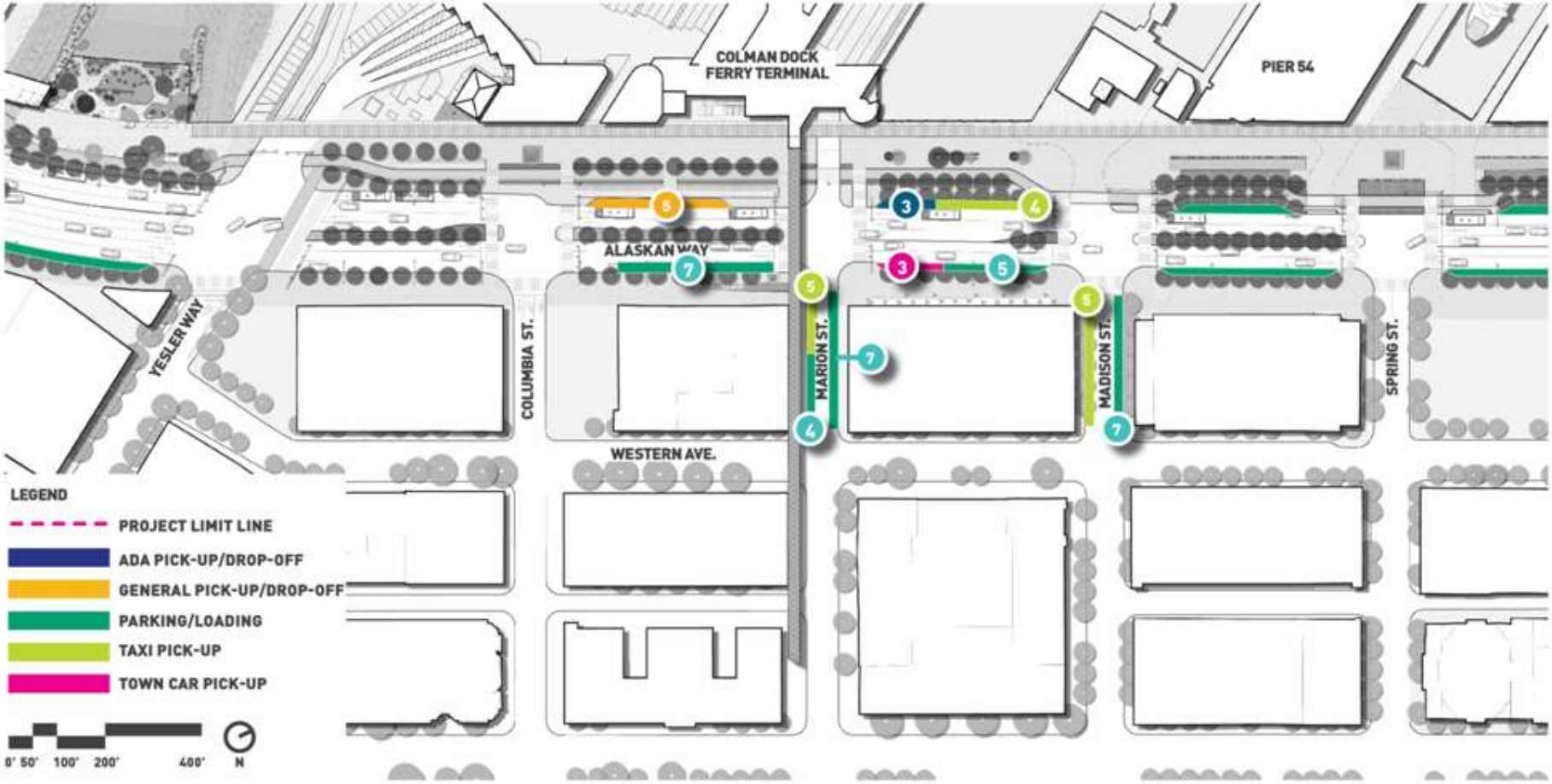
JUNE 2013 - CURRENT DESIGN STREET FUNCTIONS



STREET DESIGN

YESLER WAY TO MADISON ST.

JUNE 2013 - CURRENT DESIGN CURB ALLOCATION



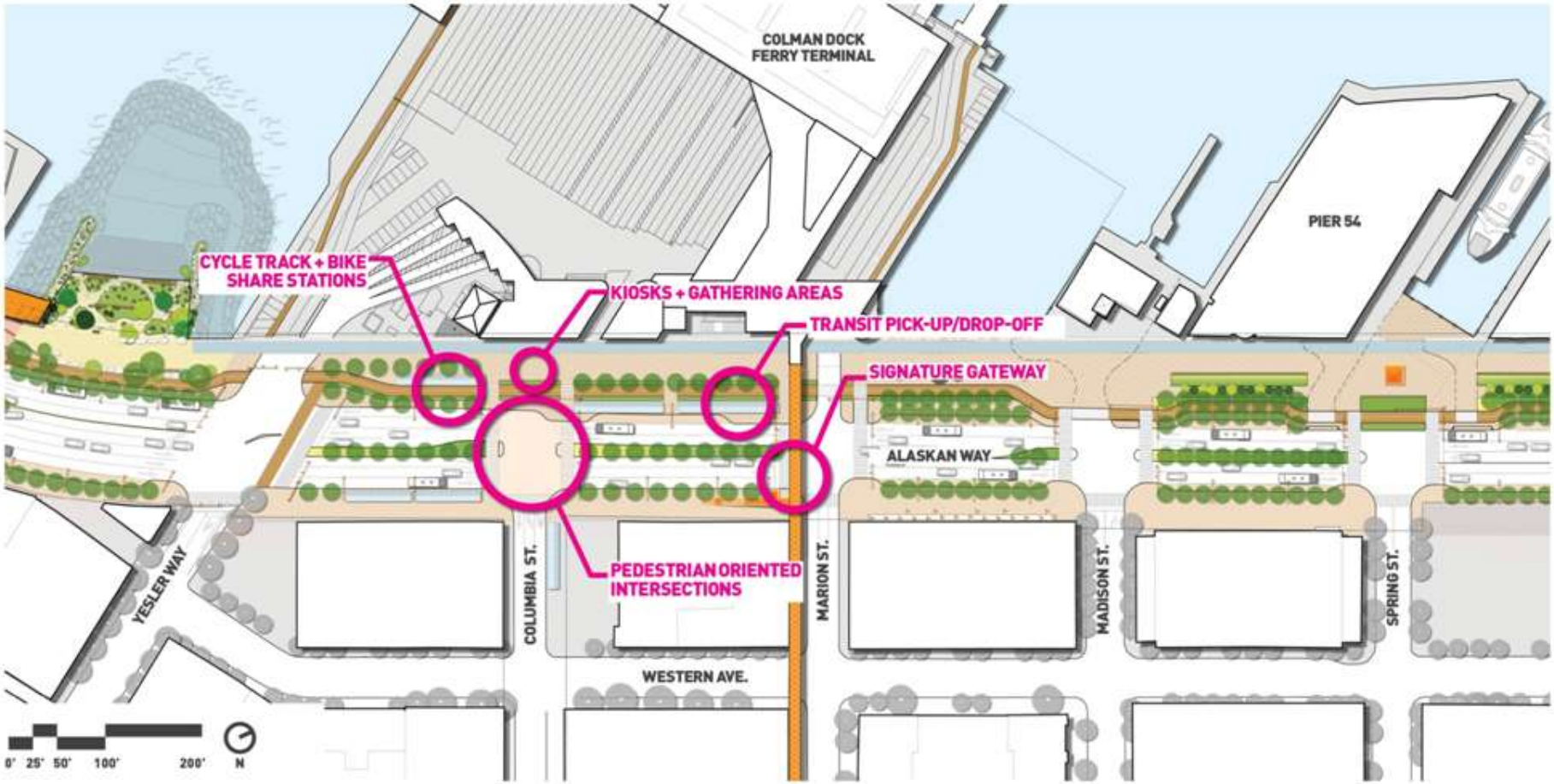
STREET DESIGN

ADA/CYCLE TRACK/TRANSIT STOP, VANCOUVER

STREET DESIGN

YESLER WAY TO MADISON ST.

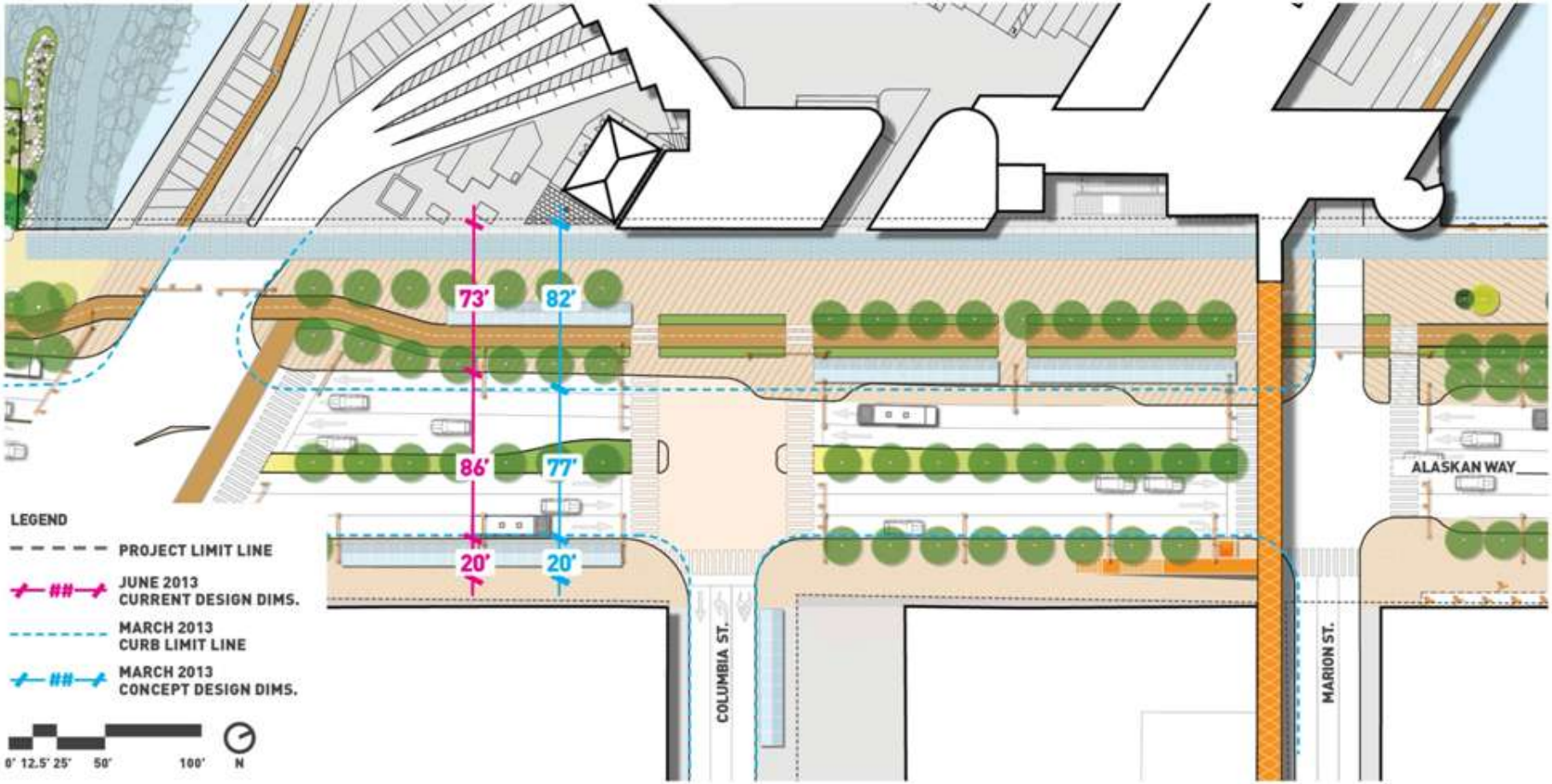
JUNE 2013 - CURRENT STREET DESIGN



STREET DESIGN

YESLER WAY TO MADISON ST.

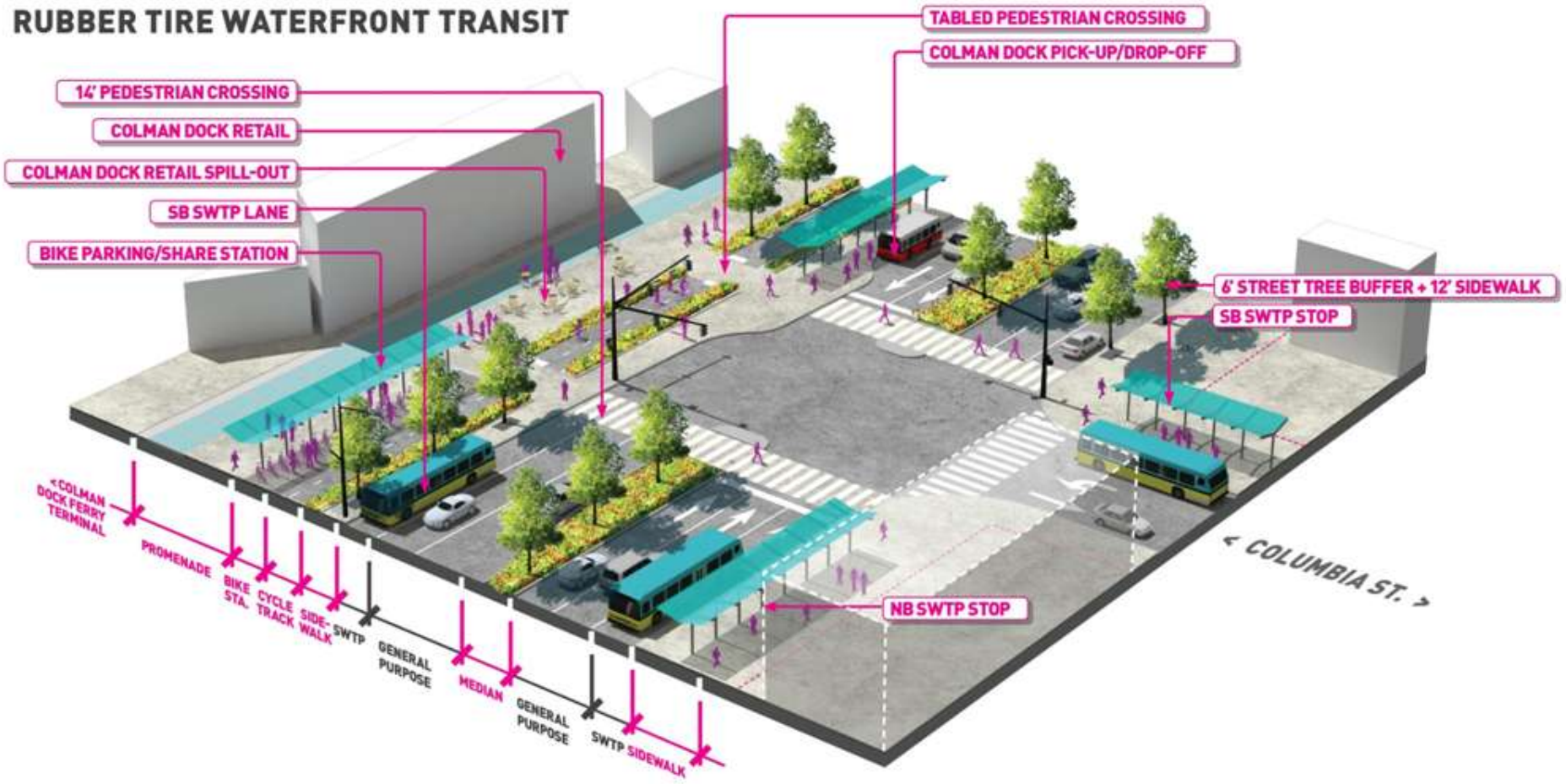
JUNE 2013 - CURRENT STREET DESIGN



STREET DESIGN

COLUMBIA ST. INTERSECTION

RUBBER TIRE WATERFRONT TRANSIT



STREET DESIGN

COLUMBIA ST. INTERSECTION

MADISON ST. TO PINE ST.

STREET DESIGN

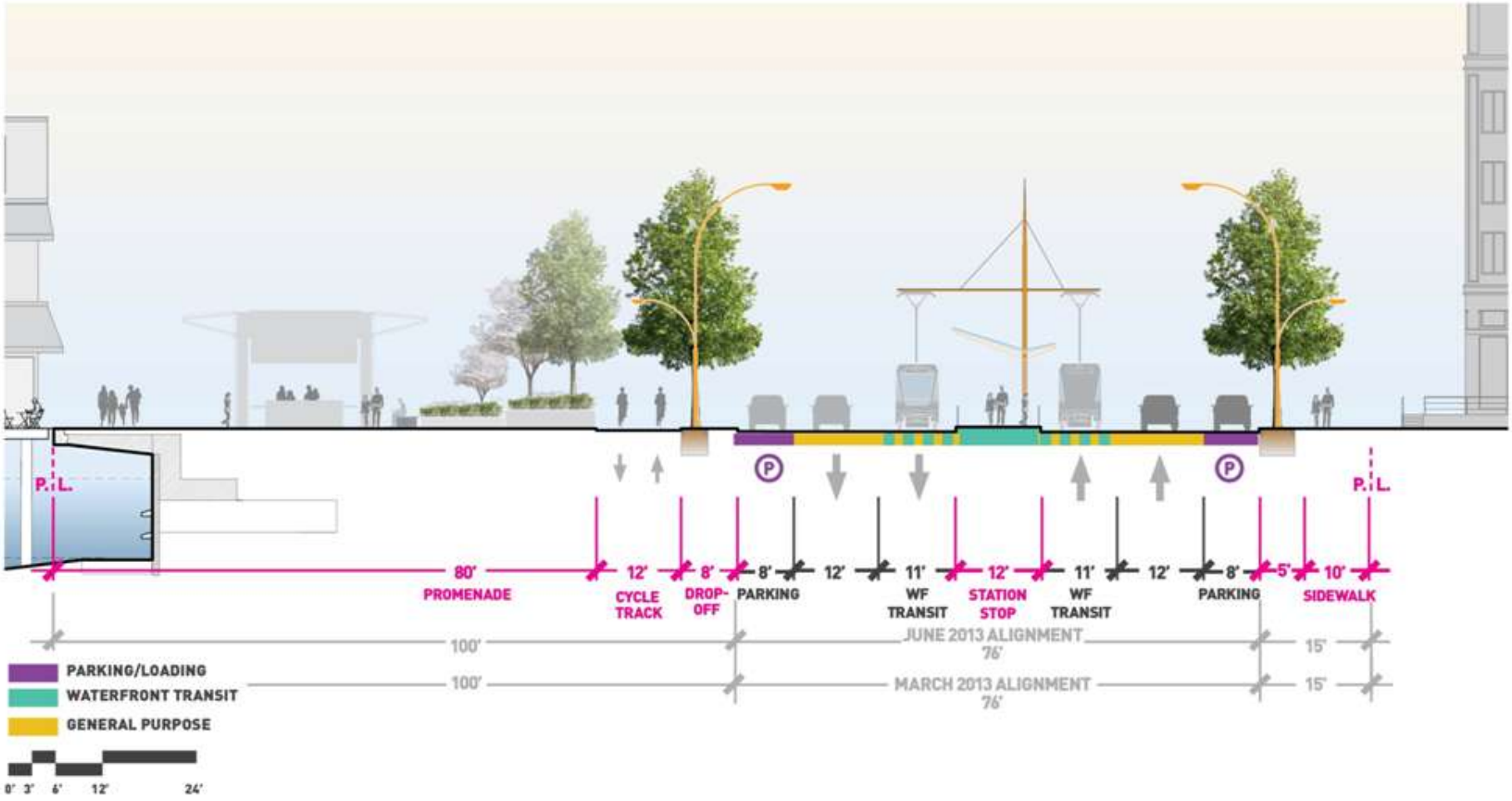
MADISON ST. TO PINE ST.

JUNE 2013 - CURRENT STREET DESIGN

STREET DESIGN

BETWEEN SPRING ST. AND SENECA ST.

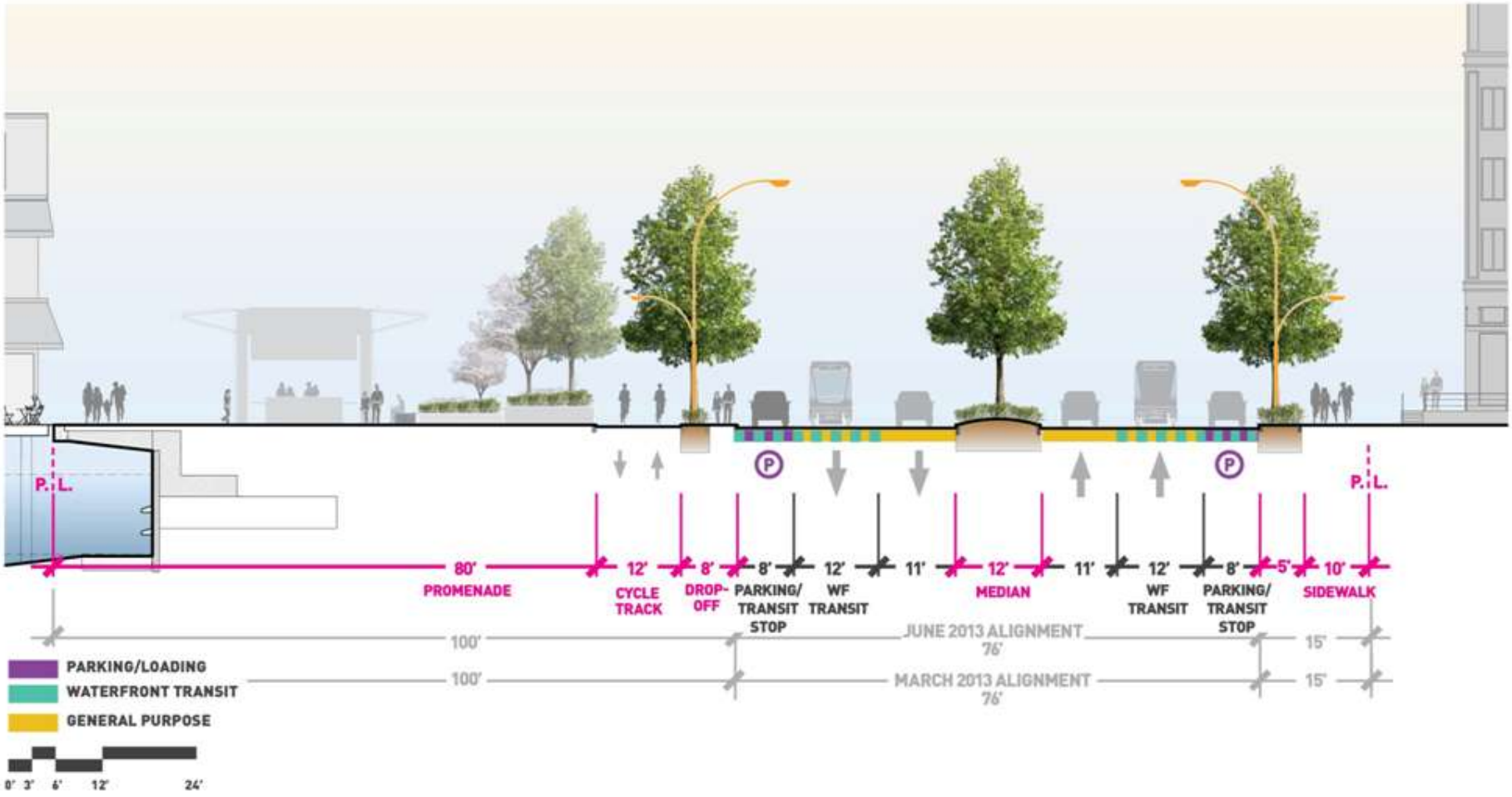
JUNE 2013 ALIGNMENT - STREET CAR WATERFRONT TRANSIT



STREET DESIGN

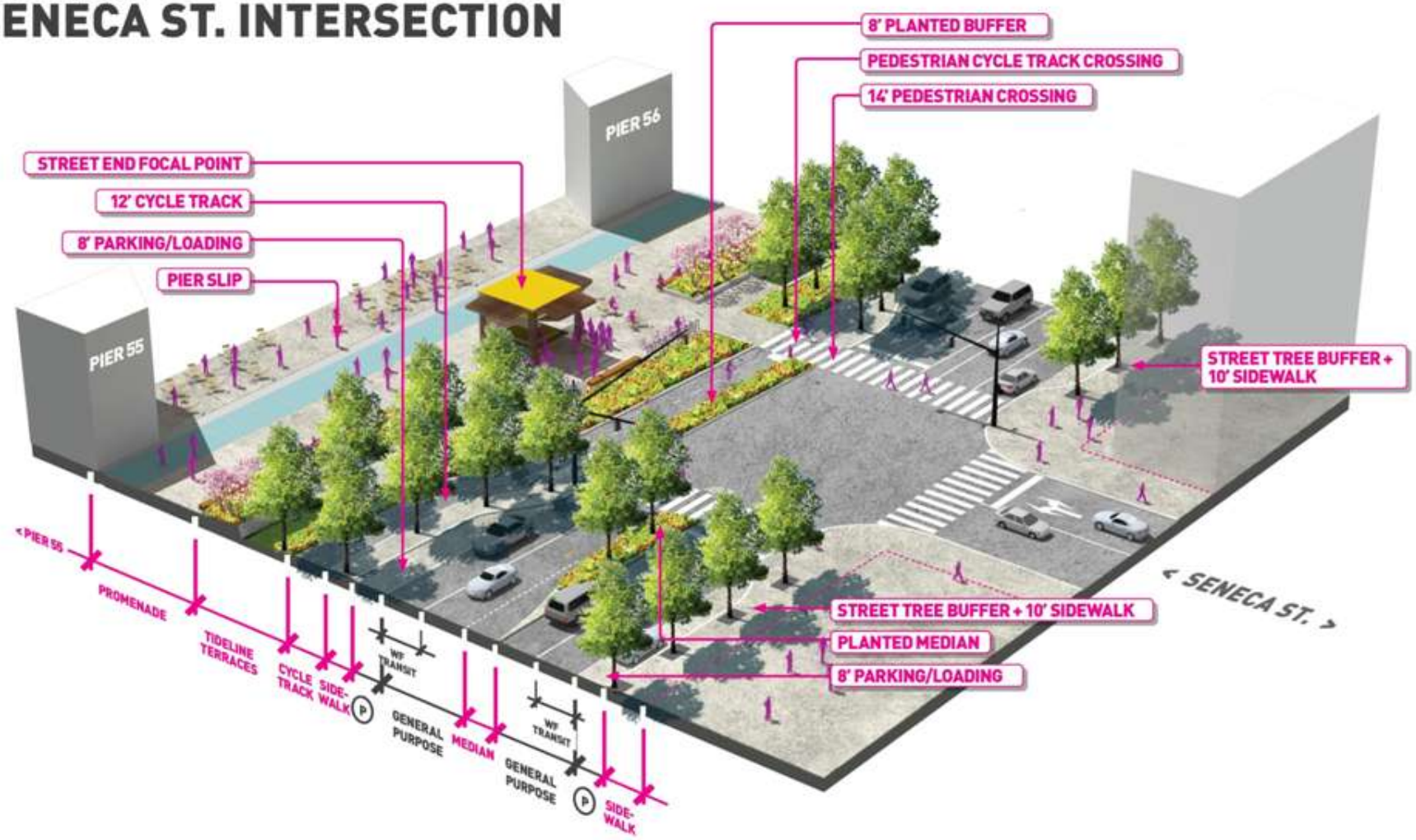
BETWEEN SPRING ST. AND SENECA ST.

JUNE 2013 ALIGNMENT - RUBBER TIRE WATERFRONT TRANSIT



STREET DESIGN

SENECA ST. INTERSECTION



STREET DESIGN

SENECA ST. INTERSECTION

STREET DESIGN

MADISON ST. TO PINE ST.

JUNE 2013 - CURRENT STREET DESIGN

STREET DESIGN

VIEW OF ALASKAN WAY, LOOKING SOUTH